

COUNTRY Eastern Germany 25X1 25X1 REPORT NO. [REDACTED]TOPIC Soviet Troop TrainsEVALUATION [REDACTED] 25X1 PLACE OBTAINED 25X1 [REDACTED]DATE OF CONTENT 13 to 29 September 1952 25X1DATE OBTAINED [REDACTED] 25X1 DATE PREPARED 24 October 1952REFERENCES [REDACTED] 25X1PAGES 5 ENCLOSURES (NO. & TYPE) [REDACTED]REMARKS Summary of Paragraphs 1 to 5, 7, and 8verspreviously reported [REDACTED]25X1**RETURN TO CIA**  
**1952**25X125X1[REDACTED] 1. The following troop trains were [REDACTED] in [REDACTED]  
[REDACTED] Berlin [REDACTED] between 24 and 27 September 1952:25X1

<u>25X1</u> Date in <u>25X1</u> September	<u>25X1</u> Composition of <u>25X1</u> Troop Trains	<u>25X1</u> From	<u>25X1</u> To
<u>25X1</u> 24	6 boxcars and <u>25X1</u> 22 flatcars	Dallgow- Doberitz	Forst Zinna
<u>25X1</u> 25	21 boxcars and 16 flatcars	Haldensleben	Brandenburg- Aitstadt
<u>25X1</u> 26	10 boxcars and 24 flatcars	Haldensleben	Satzkorn
	25 boxcars and 8 flatcars	Haldensleben	Satzkorn
<u>25X1</u> 27	5 boxcars and 15 flatcars	Haldensleben	Satzkorn
	22 boxcars and 20 flatcars	Wolmirstedt	Brandenburg- Aitstadt
	8 boxcars and 21 flatcars	Forst Zinna	Dallgow- Doberitz

25X125X1[REDACTED] 2. Troop trains [REDACTED] in [REDACTED] Berlin  
[REDACTED] between 24 and 26 September included:25X125X1

<u>25X1</u> Date in <u>25X1</u> September	<u>25X1</u> Composition of <u>25X1</u> Troop Trains	<u>25X1</u> From	<u>25X1</u> To
<u>25X1</u> 24	5 converted boxcars, 2 boxcars and <u>25X1</u> 29 flatcars	Dallgow- Doberitz;	Forst Zinna

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<u>Date in</u> <u>September</u>	<u>Composition of</u> <u>Troop Trains</u>	<u>From</u>	<u>To</u>
25	11 converted boxcars, 22 boxcars and 40 flatcars	Buschow	Bad Freien- walde
	6 converted boxcars 2 boxcars and 27 flatcars	Buschow	Bernau
26	6 converted boxcars, 2 boxcars and 27 flatcars	Buschow	Eberswalde
	12 converted boxcars, 3 boxcars and 45 flatcars	Rathenow	Undetermined
	14 boxcars and 53 flatcars	Premnitz	Bad Freien- walde

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3. On 13 September, a troop train of 30 empty boxcars was dispatched toward an easterly direction at the Kuestrin-Kietz railroad station. On 19 September, a troop train of 30 boxcars was observed at the same railroad station. Seven cars were consigned to Strausberg and 32 cars to Cottbus. Each car carried about 35 air force soldiers wearing light-blue epaulets with air force insignia. They probably belonged to the 1931 and 1932 classes. (4)

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4. Troop trains to Gerdauen observed at the Kuestrin railroad station on 19 and 25 September included: a train of 32 boxcars with soldiers and 26 empty boxcars from Frankfurt/Oder on 19 September; a train of 52 boxcars with soldiers from Frankfurt/Oder on 25 September; and a train of 53 boxcars, with soldiers from Eberswalde on 25 September. (4)

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5. On 24 September, a troop train of 34 boxcars with soldiers passed through the Frankfurt/Oder marshaling yard. The train proceeded toward Berlin or Eberswalde. (4)

6. On 24 September, a shipment of two boxcars with air force personnel, and a train of 30 flatcars with sideracks carrying trucks and about 40 soldiers with red-bordered black epaulets passed through the Radensleben railroad station toward Neuruppin.

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7. Troop trains listed in the records of the 1st Subdistrict Office of the Berlin railroad district on 20 and 24 September included:

<u>Date in</u> <u>September</u>	<u>Composition of</u> <u>Troop Trains</u>	<u>From</u>	<u>To</u>
20	3 trains of an undetermined number of cars	Neustrelitz	Kremmen (5)
	3 trains of an undetermined number of cars	Schwerin	Rheinsberg (5)
24	26 boxcars and 2 coaches	Gerdauen	Strausberg (4)

Furthermore, the following cars were equipped, probably for the transportation of troops, and dispatched by the Remolager at Lichtenberg between 16 and 26 September:

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<u>Date in September</u>	<u>Number of Cars</u>	<u>Receiving Station</u>
16	1 converted boxcar, 5 kitchen cars and 2 boxcars	Rathenow (4)
	1 converted boxcar, 5 kitchen cars and 2 boxcars	Wildpark (4)
	1 converted boxcar, 5 kitchen cars and 2 boxcars	Jueterbog (4)
17	54 flatcars	Schwerin (6)
18	27 converted boxcars	Dallgow- Doeberitz (6)
	17 converted boxcars	Dallgow- Doeberitz (6)
	5 converted boxcars	Rathenow
	1 converted boxcar	Strausberg
	1 converted boxcar	Jueterbog
	1 converted boxcar	Kummersdorf
19	26 converted boxcars and 26 flatcars	Prennitz (6)
21	20 converted boxcars and 140 flatcars	Wildpark (6)
	5 converted boxcars	Potsdam
	8 converted boxcars	Rathenow
23	2 converted boxcars, 10 kitchen cars and 4 boxcars	Jueterbog (4)
	1 converted boxcar	Toepchin
	4 converted boxcars	Jueterbog
	1 converted boxcar	Jueterbog- Altes Lager
	44 converted boxcars and 1 boxcar	Koenigswusterhausen
25	9 converted boxcars	Buschow
	6 converted boxcars	Jueterbog
	12 converted boxcars	Rathenow
	1 converted boxcar	Dallgow-Doeberitz

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<u>Date in September</u>	<u>Number of Cars</u>	<u>Receiving Station</u>
25	5 converted boxcars	Jueterbog- Altes Lager
	60 flatcars	Grossbehnitz (3)
	50 flatcars	Prennitz (3)
	50 flatcars	Nennhausen (3)
	60 flatcars	Rathenow (3)
	40 flatcars	Nennhausen (3)
	44 converted boxcars and 1 kitchen car	Frankfurt/Oder (4)
26	5 converted boxcars	Nennhausen
	2 converted boxcars	Prennitz
	7 converted boxcars	Grossbehnitz
	5 converted boxcars	Forst Zinna
	23 converted boxcars	Rathenow (4)
	1 converted boxcar	Strausberg
25X1	1 converted boxcar	Neuruppin

8. According to an order of the SCC, the Cottbus railroad district headquarters was to have made available at the Cottbus railroad station one transitworthy troop train of 46 boxcars and 5 kitchen cars, on 26 and 28 September respectively. (4)

9. The following troop trains were identified  between 21 and 26 September:

<u>Date in September</u>	<u>Composition of Troop Trains</u>	<u>From</u>	<u>To</u>
21	45 cars	Jueterbog	Angermuende
	42 cars	Wolfen	Eberswalde
25	10 boxcars, 32 gondola cars and 9 flatcars	Undetermined	Kremmen
26	60 cars	Undetermined	Angermuende and Rostock

10. The following numbers of Soviet military personnel aboard leave trains from Frankfurt/Oder were  in  the Frankfurt/Oder railroad station between 18 and 19 September:

<u>Date in September</u>	<u>To Brest Litovsk</u>	<u>From Brest Litovsk</u>
18	200 and 200	200 and 200
19	190 and 210	240 and 180
20	200 and 220	220 and 250

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## [REDACTED] Comments:

- 25X1 (1) The troop train [REDACTED] carried an element of the 2nd Light  
 25X1 Arty Brig (US). Compare with corresponding observation at the Ballgow-Doeberitz  
 25X1 railroad station. [REDACTED] The unit probably returned to Doeberitz  
 25X1 on the troop train [REDACTED] as early as on 27 September 1952.  
 25X1 However, the troop train from Ballgow-Doeberitz to "orst Zinna reported in  
 25X1 paragraph 2 indicates that a component of the 1st Mecz Div probably also moved to  
 25X1 Jueterbog on 24 September 1952. [REDACTED] confirms the Hq 1st Mecz Div in Doeberitz  
 25X1 until 24 September 1952.
- (2) The five troop trains from Haldensleben and Wolmirstedt probably carried components  
 25X1 of the 10th Gds Tank Div from Kramnitz and Brandenburg which returned to their home  
 25X1 stations. The troop train [REDACTED] was previously observed ,  
 25X1 unloading at the Brandenburg railroad station [REDACTED]
- (3) The troop trains leaving the Buschow and Premnitz railroad stations probably carried  
 components of the Fourth Gds Mecz Army which returned to their home stations upon  
 completion of the field exercises in the area south of Rathenow-Mennhausen. For  
 that purpose, the cars reported in paragraph 7 were probably assembled at the  
 Rathenow, Premnitz, Mennhausen and Grossbehnitz railroad stations on 25 September 1952.
- (4) Orders by the SOG for assembling of transitworthy trains, probably for transportation  
 25X1 of troops, between 10 and 25 September 1952, were reported from the Erfurt, Halle  
 and Magdeburg railroad districts. [REDACTED] The observation of  
 eastbound trains since 13 September 1952 reported in paragraph 7 of the present  
 report confirms the above facts. At the same time, the troop train reported in  
 paragraph 4 is indicative of the repatriation of the first group of discharges on  
 19 September 1952, while the first shipment of recruits from the U.S.S.R. arrived on  
 the same day aboard the troop train reported in paragraph 3. Most of these  
 recruits went to Cottbus, from where the unidentified bomber regiment previously  
 stationed was transferred to Jueterbog-Altes Lager in late July 1952. Therefore,  
 the quarters at Cottbus airfield were not occupied to capacity. As the latter were  
 reconditioned, it is believed that they will be reoccupied. The troop train on  
 25X1 19 September 1952 may have already carried personnel to be quartered there. [REDACTED]
- 25X1 [REDACTED] The cars reported in paragraph 7 of the present report which  
 were to be made available at Rathenow, Wildpark and Jueterbog by the Demolager at  
 Lichtenberg on 16 and 23 September 1952, and the 23 converted boxcars dispatched to  
 Rathenow on 26 September 1952, were probably to run with trains transporting soldiers.  
 The trains at the Cottbus railroad station on 26 and 28 September 1952 also were for  
 the transportation of soldiers.
- (5) According to other observations, the three troop trains from Neustrelitz carried  
 25X1 components of the 9th Gds Tank Div which were redispached from Kremen to Alt-  
 ruppin. [REDACTED] It cannot yet be established whether Rheinsberg  
 actually was the unloading station of the three troop trains which allegedly came  
 from Schwerin.
- (6) Troop movements observed by other sources are confirmed by the assembling of  
 railroad cars at Schwerin for components of the 94th Mtn Rifle Div, at Ballgow-  
 Doeberitz for components of the Second Gds Mecz Army, at Premnitz for the 25th RL  
 Brig, and at Wildpark for components of the 34th Arty Div (US). On about 18  
 September 1952, units of the Second Gds Mecz Army returned to their home stations  
 after completion of field exercises at the Doeberitz troop training grounds.  
 Between 18 and 21 September 1952, elements of the other units moved to the  
 maneuver area of the Third Shock Army and of the Fourth Gds Mecz Army, i.e. the  
 northern part of Letzling Heath - Rathenow area.

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